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SALE AT AUCTION
Property of the late
Dr. Wilbur B. Marple.
Embossing, Suits, Odd Chairs, Chinese and Persian Rugs, Paintings, Prints, Bronzes, Etc. With Additions.

By order of a large
Importing Concern; 27 Large Size
Oriental Chinese Rugs.

A Collection of
Rare Cloisonne Vases, etc.
By order of
Dr. F. O. Pease.

Chinese Art Embroidery,
Paintings, Porcelain, Hangings, etc.
Collected in the Orient by
Dr. George I. Rochelle,
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Now on view. Catalogue on application.

Senate Gets Bill Permitting Wilson To Seize Property

WASHINGTON, March 20.—Under a bill sent to the Senate Military Committee by Acting Secretary of War Crowell, the President would be empowered during the war to take over private property of any kind, personal or real estate, with compensation for the owner, whenever deemed necessary for the national security or conduct of the government.

The chief object of the legislation is to enable the government to get quick possession of real estate, office buildings and other property needed in connection with the conduct of the war. Mr. Crowell said it is desirable to avoid delays of condemnation, to save money and at the same time do justice to property owners.

The bill provides that the President by proclamation or through any executive agency might designate property to be taken over. It would be approved, and in case owners are not satisfied, they would be paid 75 percent of the appraised value and the Federal District Court would decide disputes as to the balance.

Attorney General Gregory, Mr. Crowell said, approves the legislation as most satisfactory to all concerned. He said at present laws limit and embarrass the government in securing property needed. He pointed out that there is no power, under the national defense act, to enforce preferential orders upon manufacturing establishments for materials on hand or to be manufactured in the future, while under the food and fuel control law embargoes have been placed by limitations in securing property.

President and War Industry Chiefs Confer

Heads of Six Main Departments Discuss Problems of Their Work

Coordination Is Sought

Meetings May Continue Weekly to Deal With Big Industrial Features

WASHINGTON, March 20.—Industrial war production was discussed today at a two-hour White House conference between President Wilson and heads of six big government war agencies. It was the first of a series of meetings which may be held weekly in the future, and was considered especially significant in view of recent advocacy in Congress and elsewhere of a central institution to coordinate different kinds of war activities.

Besides the President, there were Secretary McAdoo, acting mainly in his capacity as Director General of Railroads; Edward N. Hurley, chairman of the Shipping Board; Bernard Baruch, chairman of the War Industries Board; V. C. McCormick, chairman of the War Trade Board; Food Administrator Hoover and Fuel Administrator Garfield.

Discuss General Problems

Each discussed general problems confronting his department, and special consideration was given to shipbuilding and rail transportation and coal production and distribution as affecting those questions. Another conference will be held next Wednesday at the department heads and the President and the exchange of information and ideas profitable.

It was stated after the meeting today that no plan was discussed for establishing some other central government body to meet continuously and deal in a specific and scientific way with matters touching more than one phase of government war management. The conference itself expects to deal with only the broad aspects of coordination and will leave details to be carried out by subordinates in direct dealings with each other. Consequently it appeared that the weekly conference plan was in no sense revolutionary and would not be followed by any reorganization of government institutions.

Senator Broussard Ill

NEW IBERIA, La., March 20.—Senator Broussard is critically ill at his home here. An operation was followed by infection of blood, which physicians said was a hopeful, but other complications developed.

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Senator Says Piggens Would Add To Attractiveness of Washington

Sherman Calls Hoover's Attention to Careless Handling of Porker's Chief Diet, Which He Thinks Should Be Conserved and Not Exhibited in Streets

By Ralph Block

WASHINGTON, March 20.—The satirists of the Senate are not always of the keenest edge, but they do manage to add color to the dull stretches of legislation. Satire for a Senator is the snap of his mind, stretched taut too long on the dull banalities of some of his colleagues or across the intricacies of constructive statesmanship. It usually comes in odd and unexpected moments.

It was Senator Sherman, of Illinois, who did his share to-day toward the amusement of the galleries. The Senator had been listening to another plan to end the war which would not involve fighting, advanced by Senator Owen, of Oklahoma. In the meantime, the end of Senator Sherman's address Senator Sherman addressed the chair to the question of pigs and their part in the stimulation of food sources. Doubtless the Congressional Record will show more elegance of speech than this hasty transcription, but at least in effect this was what Senator Sherman had to say: "I have noticed many places around Washington where pig pens might be comfortably installed without any detriment to the public health. The other day I had forebly called to my attention a garbage wagon passing down New Jersey Avenue, and I was struck with the fact that here was food for pigs which the present system in Washington seems to have overlooked. In a city of ten thousand people it is the rule to collect the garbage in the night time, but in this model city garbage collection begins at sunrise and proceeds until the gloaming. Possibly this is intended as a part of the campaign of the food administration to batter down our appetites by means of a few shiffts of the hour for garbage."

Public Officials Organize Here to Aid Liberty Loan

Mayor Heads Committee to Promote Sale of Bonds to Men on Payroll

At the request of the Liberty Loan Committee Mayor Hylan yesterday called a meeting of the city and county officials at the City Hall to promote the sale of Liberty bonds among the officials and employees of the city and county. Mayor Hylan will act as honorary chairman of the committee formed. Controller Craig was appointed active chairman, and President Smith of the Board of Aldermen and the five borough presidents were made vice-chairmen.

An executive committee was named, with John N. Harman, Park Commissioner of Brooklyn, as chairman. The committee will meet soon to formulate a plan of campaign. In addressing the committee Mayor Hylan said: "Patriotism and thrift demand that the City of New York should be foremost in responding to this vital need of the nation. The salary payroll of the city and of the counties amounts to millions of dollars, and I have no doubt that the rank and file of the employees will be glad of this opportunity to do their part in financing this loan. Arrangements will be perfected by which payments for the bonds can be made in installments and in such manner that the subscriptions may be met without hardship."

Representatives of trades unions, including virtually all the organized labor workers in New York City and vicinity, yesterday organized into a general committee to aid in making the third Liberty Loan a success. Preliminary plans were laid at a meeting of the Liberty Loan Committee, 120 Broadway.

Max Pine, secretary of the United Hebrew Trades, who was elected chairman of the new committee, said: "We Jews are backing the government of the United States in the war. And the betrayal of Russia is not the only reason why we are doing this. It is because it is our country that is at war, because our brothers and relatives and the brothers and relatives of those who are our friends are fighting, and money is needed to win the war, that we are going to do everything in our power to make the sale of Liberty bonds a success."

Cotton Shipments Delayed

Textile manufacturers in New England have complained of their inability to obtain prompt shipments of cotton. The fuel and food situation in the Northeastern states is said to be far from satisfactory. Cotton may be shipped from Savannah to Northeastern ports, it is stated, in from three to five days, while under the existing congested condition of the railroads it may take three to five weeks.

An illustration of the seriousness of the transportation situation in the East cited by officials of the Shipping Board to-day was that it takes longer for a car to move from Pittsburgh to Philadelphia than it requires for a similar car to move from Gary, Ind., to the shipyards of the Pacific Coast.

French Captain to Face Treason Charge

Order Issued for Trial of Former Head of Intelligence Bureau

PARIS, March 19.—Captain Bouchardon, the judge advocate, signed an order to-day for the beginning of proceedings against Captain Georges Jile Ladoux, formerly chief of the Intelligence Bureau at the Ministry of War, the "Petit Journal" announces. Captain Ladoux was one of the superiors of Pierre Lenoir, who was accused of trading with the enemy during the investigation regarding the purchase of "Le Journal," in connection with which Bolo Picot has been tried and sentenced to death.

The newspaper states that investigation is to be made immediately into the cases of Bolo Picot, Maurice Tremblay, a bank employee recently arrested on a charge of maintaining relations with the enemy; Sumey Depuy, an actress, arrested on a similar charge; Louis Brodier, an accountant, similarly accused; Henry Jay, and possibly in connection with the case of M. Duval, director of the "Bonnet Rouge," charged with sedition.

The Ladoux case which has close connection with the proceedings against Joseph Caillaux, former Premier, now in prison awaiting trial on charges of treasonable conduct, and Louis Malvy, whom Caillaux was able to keep in the office of Minister of the Interior as his personal representative in the Cabinet long after Malvy was suspected of disloyalty. Against Malvy the serious investigation is made of divulging to the enemy plans for the Chemin des Dames offensive of last year, which failed, with heavy French losses.

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War Finance Bill Expected to Pass The House To-day

Kitchin Says Not More Than Thirty Will Oppose It

Foreign Bonds Planned

Railroads Not Specifically Named as Entitled to Loans

WASHINGTON, March 20.—Consideration of the war finance corporation bill was completed to-night by the House after all efforts to effect changes not acceptable to the Ways and Means Committee had failed.

An agreement was reached to take a final vote when the House convenes at noon to-morrow. Majority Leader Kitchin announced that he did not expect more than thirty votes against the measure.

To Stabilize Dollar

Mr. Kitchin to-day offered an amendment which he said would have a tendency to stabilize the value of the American dollar in foreign countries and it was quickly passed. It provides that a part of the bonds of the proposed corporation shall be issued in denominations of foreign money for sale in those countries, at the discretion of the directors.

The House declined to specifically name public utilities and railroads as those privileged to receive relief direct from the corporation, as is done in the bill as it passed the Senate.

The measure is expected to go to the Senate to-day. The bill now stands before the House, provision is made for a corporation with capital stock of \$500,000,000 and authority to issue \$2,000,000,000 in bonds to aid in financing necessary industries. The Senate bill authorizes \$3,000,000,000 in bonds.

McCormick Discusses Bill

Gratification over the appointment of Major General March and Goshals to important posts in the military establishment, and the naming of Edward R. Stettinius and Bernard Baruch to positions of responsibility in the government, were the topics of discussion of the Senate bill authorizing \$3,000,000,000 in bonds.

The projected transfer of coastwise tonnage from the jurisdiction of the Shipping Board to the Railroad Administration is primarily caused by the critical needs of the Northeastern states. Despite considerable improvement in rail movements during the last six weeks, the flow of fuel, food and other necessities in that section is still far in arrears of the needs. A coordination of Atlantic coast railroads with coastwise tonnage, it is anticipated, will greatly relieve the overburdened rail facilities of this section.

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Pending the transfer of coastwise tonnage to the railroad administration, the Shipping Board is preparing plans to move 20,000,000 tons of coal by the next twelve months. Of this quantity 17,500,000 tons will be advanced by steamers and 2,500,000 by tugs and launches. Estimates presented to the railroad administration and the Shipping Board by Fuel Administrator Storrow of the New England States called for the transportation of 30,000,000 tons of coal to that section during the next year.

The railroads will, however, handle 10,000,000 tons of this total. In order to assure movement of the quota toward the water facilities, the Shipping Board will have to handle the next few weeks 115,000 tons of shipping. For the most part, the vessels loaded with this coal are now being converted lake vessels now being equipped in Eastern yards.

Western Railroad Heads Oppose McAdoo Plan for New Coal Routing System

ST. PAUL, March 20.—The transportation system and the life of the Northwest is menaced by the proposed plan to send coal from Illinois, Indiana and Arkansas to this region in open box cars, the railroad heads returned here, according to a telegram sent Messrs. McAdoo and Garfield to-day by the presidents of the Western Railroad Association.

The telegram said the plan says that bringing coal from the states is a transportation waste in any kind of car, because the rail haul is 600 miles, while the average haul from Michigan and Superior docks is only 250 miles.

The presidents explain that the present rail transportation scheme is ideal because coal moves west from lake ports and is sent back east in loaded with farm products, and declares that farmers cannot supply the East and the Allies with grain if the coal is taken from them. It is pointed out that the problem is one of transportation rather than of fuel.

The telegram was signed by Presidents William P. Kenney, Great Northern; J. L. Hanna, Northern Pacific; Edmund Pennington, Minneapolis and St. Paul; and Sault Ste. Marie, and James T. Clark, Chicago, St. Paul, Minneapolis and Omaha.

Drive Started for Chicken Fund for France and Belgium

Belgian and French soldiers returning wounded to their homes are in need of chickens and rabbits to restock their backyards, and a movement to supply this need from the rabbit hutches of America was started yesterday by Mrs. David R. Smith, state chairman of the Overseas Chicken and Rabbit League for Women's Service, at 257 Madison Avenue.

Every boy and girl who raises chickens and rabbits is asked to set aside at least one and sell it for the Chicken Fund for France and Belgium.

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Will Instruct 60,000 In Technical Work

Special Training Course in View for Drafted Men

WASHINGTON, March 20.—Provost Marshal General Crowder will begin within a few days calling out for special instruction the men in the draft classification in the draft must file affidavits with local boards, the Department of Labor announced to-day. The boards have no authority to give deferred classification.

Probably 60,000 men, obtained principally from Class I, will be ordered out for special training. Farmers seeking to have their help released for deferred classification in the draft must file affidavits with local boards, the Department of Labor announced to-day. The boards have no authority to give deferred classification.

Many Are Anxious To Pay War Taxes Without Urging

Patriotism Inspires Citizens to Contribute Their Levies Gladly

WASHINGTON, March 20.—The whole nation is at work willingly helping to gather its own war taxes, according to reports gathered from all parts of the country and made public by the Internal Revenue Bureau.

Unlike the old days, when publicans were classed with sinners and tax gatherers were the periodical pests of every community, this year's collection of the Liberty tax in the United States is marked by emphatic cooperation with the officials by thousands of business, civic, religious, professional, fraternal and labor organizations.

"The spirit this year is different," says Daniel C. Roper, the Commissioner of Internal Revenue. "The grudging attitude of former times is gone, and income returns which now are reaching collectors by the thousands indicate a willingness to pay the levies on patriotic grounds, or to assist voluntarily in the round-up of the returns by April 1. Although payments are not due until June 15, many persons have sent checks with their returns and received a 3 per cent discount."

This readiness is partly spontaneous and partly the result of well organized propaganda, supervised by C. B. Hurley, director of business cooperations of the Internal Revenue Bureau.

Many banks and trust companies have organized special information bureaus to furnish the public with counsel on the filing of their income returns, with the employment of from one to twenty men each. In some cases they printed at their own expense tax return blanks to eliminate delay in obtaining these from revenue officials.

Columns of informative publicity have been published by newspapers and periodicals. Some of this news was written by staff writers, assigned to make a close study of technical phases of the income and excess profits law, and some was supplied by district internal revenue collectors or the headquarters at Washington. The revenue bureau has relied strongly on the press associations to distribute to newspapers all over the country information on rules and regulations relating to the gathering of tax returns.

Companies managing streetcar advertising recently have contributed more than \$35,000 worth of space urgently to file their returns by April 1. Along with monthly bills for March 1 hundreds of public utility companies and business houses enclosed leaflets on the income tax.

From the first it was very difficult to deal with the complainant. He wasn't sure just what he wanted. His letter asked for the exchange of the buffet only, but when our investigator called to inspect the furniture Mr. B. demanded that the entire suite be replaced. We told him that his request was not reasonable; that we could only handle his complaint on the original basis of the damaged buffet. D. Baumann & Co. did after a time send a new buffet to replace the damaged one, and we considered the matter closed.

The complainant wrote to thank the Bureau for the assistance given him in securing the new buffet. At the same time he wrote to D. Baumann & Co.:

I want to take advantage of the occasion and say to you that I consider you the narrowest, smallest, meanest people I have ever known. I was very fortunate to meet you and it is very lucky for you that you finally made up your mind to exchange the buffet. I had fully resolved to spare no expense, not only for the pleasure of showing you up, but of making you toe the mark. Such transactions as yours deserve most severe condemnation and the shunning of your store by all decent people. You are, in my estimation, worse than a con man.

Hog Island Boss Says Speed Came Before Economy

Steel Men Complain Of Production Cost

WASHINGTON, March 20.—George H. Muhfeld, construction manager for Stone & Webster, of Boston, and in charge of the construction of the government shipyard at Hog Island, Penn., denied before the Senate Commerce Committee to-day that there has been extravagance in building the yard. He declared construction of the yard is "a speed game," and everything must be done to expedite the work. He added that economy is practised, but that where economy interferes with speed the work is speeded up.

Muhfeld, also a vice-president of the American International Corporation, predicted the yard would be completed by June 1.

"If any cost seemed exorbitant," he declared, "the yard would be built at bottom prices."

The yard, Muhfeld declared, was "the greatest machine for building ships that the world has ever known—in truth the last word on the subject, and that 'another one like it could not be bought at any price.'"

The \$45,000,000 cost, he said, is not being received by the government as being exorbitant, and he also denied there was any waste of materials or labor.

Delay of the government in delivering steel, he said, had not yet seriously interfered with progress, but would shortly. The delay Muhfeld thought due to "lack of coordination on the part of the government in meeting the difficulties," and he declared that the steel deliveries would seriously retard building of ships. He urged Congress to assist in clearing up the steel situation.

"At the present time we have twelve ways ready for laying keels," said Muhfeld. "Two keels have been laid. Work is well along on thirty other keels, and all will be completed ahead of schedule. The shop foundations in some of the shops are completed, and a great deal of the shop equipment is on hand—in fact, not a single item of the yard will be late, and the construction of the ships will not be delayed one minute on account of the yard."

Indorses Power Bill

Britton, of Pacific Gas Co., Favors U. S. Leasing Plan

WASHINGTON, March 20.—John A. Britton, of San Francisco, head of the Pacific Gas and Electric Company, indorsed the general provisions of the Administration water power leasing bill to-day before the special house water power committee.

Representative Taylor, of Colorado, wanted to know about the persistent report that twenty companies hold a monopoly of the country's water power. Mr. Britton said he did not believe it; that he did not know much about the subject in the East, but he could answer for California, at least, that his own and other large water companies in that state are California-owned, controlled and managed.

He added, however, that even if one company owned the nation's entire water power it would not affect the situation, in view of the regulatory powers of the public utility commissions, and expressed the belief that every hydro-electric company ought to be a monopoly in its community.

The Ad-Visor

Thursday, March 21, 1918

This department is engaged in separating the sheep of advertising, and of the service which backs up advertising, from the goats—and hanging a bell on the goats. It invites letters describing experiences